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Ho gkon, 1st August, 1904. [a145]

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Hongkong, 19th August, 1904. [a202]

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Hongkong, 5th August, 1904. [a192]

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Hongkong, 31st October, 1902. [a49]

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FIRST-CLASS PRIVATE HOTEL  
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Hongkong, 2nd July, 1904. [a621]

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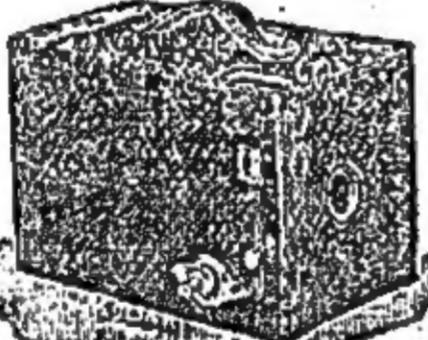
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12, Beaconsfield Arcade, Hongkong.

Hongkong, 24th August, 1904. [a153]

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6th August, 1904. [a35]

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Hongkong, 8th July, 1904.

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[a32]

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All letters for publication should be written on one side of the paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted.  
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## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, C.L.  
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 25TH AUGUST, 1904.

THE position or treatment of the Suez Canal, in case Great Britain were at war with a naval Power, has often been a subject of speculation. Some have suggested that we, or rather our population at home, would be placed in dire straits if the Suez Canal were to be blocked by a European enemy. The blocking of the canal, as everybody who has ever passed through it must have realized, would not present insuperable difficulties. It would be by no means so hazardous or tedious an operation as the Japanese discovered the bottling of Port Arthur to be. Once blocked, there would be a great augmentation of traffic round the Cape, and the southern route would thus become a happy hunting ground for uninvited cruisers. The telegram we published yesterday morning, referring to the presence of a Russian cruiser off south-east Africa, brings this all the more forcibly home to us. In a footnote to that message, we suggested that the Russians were preying on vessels that are following the Cape route to avoid Canal dues. Another obvious and excellent reason for avoiding the Canal has been afforded by the presence and behaviour of the Russian Volunteer cruisers in the Red Sea, so that we have to-day some illustration of the state of things as they would be were the Canal actually obstructed as suggested. Commander W. C. CRUTCHLEY of the Royal Navy Reserve has recently said that there would be other and equally important difficulties attending the pursuit of the Cape route, the question of coaling facilities being particularly emphasised. Cape Town could supply a couple of thousand tons a day, Saldanha Bay might be very helpful; but East London, Port Elizabeth, Durban, and Siem Leone as coaling places have not been properly encouraged, and could (at present) render only meagre assistance. On the other hand, the opinion of another expert, Colonel Sir H. M. Hooper, offers an anesthetic for the fears being felt. His opinion is that no conceivable enemy would find it of service to block the Canal, as they would depend upon it, equally with ourselves, as the route for coal, ammunition, and food. It is a question for naval experts, almost solely, and we have seen that doctors may differ. If the presence of a few cruisers in the Gulf of Aden can induce vessels to reduce their cargo space in order to bunker for the voyage round the Cape, it is not easy to realize what things would be like in the event of a European war between supreme naval powers. Of course, the conditions in the Russo-Japanese war are absolutely dissimilar to those postulated. So far, Japan has had no ships available to be detached and sent so far away from her own waters, or we should have heard less of the panic amongst the merchantmen. Still, the effects of the interferences recorded must go far to awaken our Home authorities to the possibilities in case of such a war as we have presumed possible. The "dear loaf" would in such case be something much more real and significant than a mere election cry. Hence, doubtless, the periodical advocates of national granaries, and national insurance, subjects at present under consideration by a Commission.

Pollard's Lilliputians are arranging to visit Hongkong in October. They leave Australia for the East next month.

Mr. William George Smith, English Professor at the Tokyo Noble's School, has the King's permission to wear the Emperor's gift of the 5th Class Order of the Sacred Treasure.

The last batch of twenty Australian horses brought by the ss. *Heathcraig* for the Yokohama Race Club were described by the *Japan Gazette* as the strongest lot yet.

The *Lokal Anzeiger's* Lisbon correspondent telegraphed that a report had been going about of the sudden death of King Carlos on board his yacht. The truth appears to be that the King of Portugal, when in a heated condition, drank two glasses of ice-cold beer, causing a rush of blood to the head, in consequence of which he remained some time unconscious.

The Shanghai Municipal Council, anxious to further the "social purity crusade" in that Settlement, invited the Consuls to lay their heads together and agree upon more uniform and drastic penalties for such persons as might be convicted. The Senior Consul replied that there could be no interference with the right of the various nationalities to be tried by their own Consuls.

By kind permission of Lieut.-Col. Iremonger and officers, the Band of the 93rd Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, this evening (weather permitting):

March ... "Field Service" ..... Ord. Hume

Overture ... "Patriot" ..... Rossini

Selections ... "The Bohemian Girl" ..... Raffo

Intermezzo ... "Pendant le Bal" ..... Gillet

Solo et al ... "Reminiscences of the Plantation" ..... Chambers

Waltz ... "The Choristers" ..... Phelps

Two Step ... "Manglin Moog" ..... Thurber

"God Save the King."

THOSE who recognise the mental limitations of humanity are not surprised at, nor deceived by, the inevitable over-emphasis of persons who are prothis and anti-that. *L'Echo de Chine*, the decidedly pro-Russian journal which thinks it sinful for the other "journals Shanghaïenne" to be pro-Japanese, has for some time been carrying its diatribes to absurd lengths. Our aversion to vulgar controversies cannot restrain us from labelling as very silly our Gallie contemporary's recent description of the Japanese action at Chefoo as "une violation indigne des principes les plus élémentaires de la civilisation et de l'humanité." So far, if we except the recklessness with which "mines" were allowed to beset the high seas, and debar the cavalier treatment of unarmed Japanese junks and coasters, the Russo-Japanese war has to be described as a war in which those principles have been well observed by both sides. We discount the alleged Russian atrocities in Manchuria, and the Japanese ill-treatment of Coreans, attributing such nucleus of fact as may underlie these reports to their application. Some ideals are very pleasant to contemplate philosophically; their propositions are often incontrovertible; but facts are stubborn things, and results that were patent to Ruskin may be just as patent to others who realise what way lies stagnation and decay. Ruskin said:

"All the pure and noble arts of peace are founded on war; and great arts never rose on earth, but among a nation of soldiers. There is no great art possible to a nation but that which is based on battle. When I tell you that war is the foundation of all the arts, I mean also that it is the foundation of all the high virtues and faculties of men. It is very strange to me to discover this; and very dreadful—but I say it to be quite an undeniable fact. The common notion that peace and the virtues of civil life flourished together I found to be wholly untenable. Peace and the vice of civil life only flourish together. We talk of peace and learning, of peace and plenty, and of peace and civilisation; but I found that those were not the words which the Muse of History coupled together: that, on her lips, the words were—peace, and sensuality—peace, and selfishness—peace, and death. I found, in brief, that all great nations learned their truth of word, and strength of thought, in war; that they nourished in war, and wasted by peace; taught by war, and deceived by peace; trained by war, and betrayed by peace—in a word, that they were born in war, and expired in peace."

## MAXIMS BY A MAIDSERVANT.

"I've seen a good few weddings, and think there's mummy wasted at weddings as ad can in very many sometimes afterwards."

"I never took much to gardnun, but the root of oril evl is a plant I woudn't mind avvin a try ter."

"We woomen expects too mutch from men, wile man thinks we're jest ore on erth to make the part of life a flowerstrewed way for em."

"If you take my advice you'll keep all yer eyes open wen you're in the company of samone wat's got nice manners."

"You can git deceaved as easy as an egg as you can with a man. In both cases there's disappoiment, but you notice it quicker with the egg."

"Abit is a fine thing, if you start of in the rite derrickshun. The worst of it is people are apt to incuride had abbits insted of good ones."

"Sumone sed one day in my carin that was only wat we winnen made on. Or! I can say is that if I couldn't git better results than sum of em as I've spott'd, I'd tak on charrin' single charrin'—and leave matrimunny to the sea."

Doctors and others make a great mistake, says a feminine Home paper, in crusading against corsets instead of tight-lacing. The corset savago and the miracles of Greek art who are held up to us as models did not cycle, motor, rush around through a "season," eat four heavy meals a day, nor do many other things that we do."

## TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

## OUR NEW PARIS REPRESENTATIVE.

LONDON, 24th August.

The Rt. Hon. Sir Francis L. Bertie, G.C.V.O., Great Britain's ambassadorial representative in Italy, succeeds the Rt. Hon. Sir E. J. Monson, G.C.B., as ambassador to France.

[The Hon. Francis Lovam Bertie is the second son of the 6th Earl of Abingdon, and is just sixty years old. He has seen service in various State departments.]

[REUTER'S SERVICE.]

## ROYAL GODFATHERS.

LONDON, 22nd August.

The official sponsors at the baptism of the Tsarevitch include the Kaiser, King Edward, and the King of Denmark.

## CORRESPONDENCE.

## TRAM FARES.

TO THE EDITOR OF THE "DAILY PRESS."

24th August.

SIR.—Might one suggest that there should be at least a 2nd class accommodation for middle class Europeans and other nationalities who can ill afford to pay 1st class, and being of cleaner habits than the bulk of Chinese would not mind paying a trifle more in order to avoid 3rd class fare and its numerous parasitical concomitants?

If not convenient to reserve 2nd class spaces, I would suggest that Europeans and other nationalities, other than the well-to-do class, be allowed the option of travelling 3rd class. I doubt whether the better class of Europeans would abuse this arrangement, and at the same time, it would be fairer to that class of poorer Europeans, including our sailors and soldiers, all of whom would appreciate a 2nd class fare.

The present system of the seats being used alternately for 1st and 3rd class is anything but good. No doubt, with time, many of these little inconveniences and irregularities will be swept away. We all look for a clean seat; the less attempt at fancy cushions, the better for the sanitary condition of the cars.—Yours truly,

T. H.

## DISESTABLISHING BUDDHISM IN CHINA.

The Yunnan correspondent of the N.C. Daily News makes the following interesting comment.

The Master said: "What you do not like when done to yourself, do not do to others." We have had a startling example of how modern Confucianists carry out this precept. A few weeks ago a proclamation under the authority of the Governor of the province was issued in Yunnan ordering Buddhist monks and nuns to leave their temples and become laymen again. All over 50 years of age, who were not supposed to be able to earn their living as laymen, were to receive a pension from the Government. The rest had to find homes for themselves. It is reported that this proclamation touches nearly 2,000 people. Why this anti-Buddhist propaganda? Has the Governor been reading contemporary history, and does M. Combes, the French Premier, seem a hero to him? Is there an uprising in China also against the clergy? Nothing of the sort. Funds are low. Students must be sent to Japan. Local mandarins won't touch the ordinary funds for this new charge, and hence they have decided on the disendowment of the Buddhist Church. The people as a whole resent this wholesale confiscation, and trouble seems to be brewing.

[We may remind readers that the disendowment of Shinto was differently effected in Japan: *En passant*, can nuns become laymen?]

## THE CHEFOO INCIDENT.

It is worthy of note that the Russian destroyer *Rieszelini*, which was so ignominiously towed out of Chefoo harbour by the Japanese, had taken the facts of history in necessary process too often omitted when facts are required, he had sought out and discovered their application. Some ideals are very pleasant to contemplate philosophically; their propositions are often incontrovertible; but facts are stubborn things, and results that were patent to Ruskin may be just as patent to others who realise what way lies stagnation and decay.

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[We may remind readers that the disendowment of Shinto was differently effected in Japan: *En passant*, can nuns become laymen?]

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 23rd at 3.35 p.m. orders were given to hoist the black S. Cone and black drum.

On the 24th at 9.45 a.m. orders were given to hoist the black S. Cone.

At 11.12 a.m. the barometer has risen in the Philippines and the extreme north and has remained practically stationary throughout China.

A slight fall is registered at Gap Rock.

The typhoon is now situated nearly due south of Hongkong and is still moving westward.

Moderate N.E. winds will prevail in the Formosa Channel and strong E. veering to S.E. winds in the northern part of the China Sea.

Forecast—Strong E. to S.E. winds, squally, showery.

## THE WAR.

[JAPANESE OFFICIAL DESPATCH.]

TOKYO, 24th August.

According to the report of the commander of the *Asashio*, the *Sebastopol*, while bombarding the Japanese position on land from outside the harbour, on the 23rd instant, struck a mine and inclined considerably to starboard with her bow submerged in water, and was towed inside.

[REUTER'S SERVICE.]

## RUSSIAN NAVAL APPLIANCE LOST.

LONDON, 22nd August.

The floating deck for the Baltic fleet while on the way from St. Petersburg to Libau broke in two, and was totally lost.

## RUSSIAN CRUISERS FAR SOUTH.

LONDON, 22nd August.

A Durban steamer reports that an unknown warship, believed to be Russian, was off Cape St. Francis on Thursday.

The cruiser *Terez* and two torpedo boats passed the Great Belt yesterday en route to the Red Sea in search of merchantmen.

## AMERICAN TRUST IN JAPAN.

LONDON, 22nd August.

Officials in Washington state that American warships have been specially instructed not to attempt to protect Chinese neutrality. The admiral has not been instructed to interfere with the action of Japanese vessels. The officials are convinced that the Japanese do not intend to violate neutrality.

## CHINESE OBSTRUCTIONIST FOILED.

The Shanghai correspondent of the Times telegraphing to that journal last month said:

The official commencement of work on the Shanghai-Nanking railway, which had been arranged for June 30, has been postponed, owing to unforeseen difficulties raised at the last moment by Sheng Ta-jen. The persistent obstruction of this notoriously corrupt official to all British enterprises during recent years contrasts strongly with complaisance to Franco-Belgian financiers. In the present instance the British and Chinese Corporation, anxious to carry out the work without further delay, had consented to several new conditions regarding engineering and financial details, but was unable to meet Sheng's latest demand—namely, that the chairman of the board of directors should be a Chinese. For this demand Sheng alleges as a reason his desire to save China's face, but the precaution was not taken in the case of the recent French and Belgian railway concessions, in which full control over expenditure was recognized as belonging to those who provided the funds. Upon the strong remonstrance of the British Minister the Chinese Minister has now directed the Chinese Minister in London to issue the loan bonds. At the same time the intimation has been conveyed to Sheng Ta-jen that his Majesty's Government cannot view with equanimity any further manifestation of hostility to British interests. Sir E. Satow's energetic action is regarded as an indication that the Government will now insist on the unobstructed development of this and other valuable railway concessions, obtained by England as a result of China's breach of faith in 1898.

T. H.

PENANG JOCKEY SUSPENDED.

Everybody who knows Mr. W. Butlin, the importer of griffins into Penang, holds him in good report, and local turfites all admire the clever riding of his son, young "Jacky" Butlin. It may be news to a good many, however, that the lad, who has always been known as "straight," was suspended for six months in Australia in a manner which the press of the country unanimously agreed was bordering on unfairness.

The consequence is that the lad cannot ride in the Straits. His father is naturally indignant at what he considers hard treatment, and certainly the case seems to us to reflect in many upon either owner, trainer, or jockey, and yet all three were suspended for six months!

According to Butlin, junior, there had been a boycotting of a certain meeting by a number of trainers, and the sentence imposed seemed to be a matter of revenge. A fortnight before the fatal race he had steered *Irvington* (the horse disqualified) to victory. In the next race it did not run, and then was entered for the Somerton handicap, as well as a stable companion, *Bright Pilgrim*. The latter won, with *Sport Royal* a neck behind and only a neck in front of *Irvington*. The papers described it as a "splendid finish." Could anything sound more straightforward and above board?

The charge was that *Irvington* was not meant to win. Butlin and the trainer were cross-examined, and left the meeting thinking there was nothing of importance in the incident.

To their surprise and chagrin, owner, trainer, and jockey received six months, and an appeal failed to obtain a reversal of the decision. Details of the charge seem to have been kept mysteriously dark.—*Pittang Gazette*</p

## SUPREME COURT.

Wednesday, 24th August.

## IN APPELLATE JURISDICTION.

BEFORE THEIR HONOURS SIR WILLIAM M. GOODMAN (CHIEF JUSTICE) AND T. SERCOMBE SMITH (PUISNE JUDGE).

CHAN UT SUI AND PUN KAN SHAN V. CHU LEE AND CHOW PING.

The Court delivered judgment in this appeal against the decision of the Chief Justice. Mr. M. W. Slade (instructed by Mr. H. J. Godle, of Messrs. Johnson, Stokes and Master, solicitors), was for the appellant; and Messrs. E. H. Sharp, K.C., and H. E. Pollack, K.C. (instructed by Mr. J. Scott Harston, of Messrs. Evans and Harston, solicitors), for the respondents.

The Chief Justice, in delivering judgment, said—This is an appeal from the judgment of the Chief Justice in the above action, delivered on March 26 last, in favour of the respondents, who were the plaintiffs in the action. When the Praya Reclamation Ordinance was passed on May 10, 1889, there were three sections of Marine Lot 53a, which fronted the Praya, namely sections B and D, and what was called 'the remaining portion.' There were also two sections, namely, section C and section A, which had no frontage on the Praya. The reclamation from the sea or harbour on the other side of the Praya (a fifty foot roadway belonging to the Crown and running between the harbour and Marine Lot 53a) was to be made under the Ordinance. Section 7, which is numbered as Section 8 in the new edition of the Ordinance, begins by reciting that (as I interpret the section) 'frontages,' or the majority of them, had already declared or signified their readiness to contribute towards the cost to be incurred for, and in connection with, the reclamation, provided the Governor would grant to them, respectively, Crown Leases of such equitable proportion of the proposed reclamation as might be available, having regard to public requirements in respect of roads and streets to be made on the land when reclaimed, and in the case of each frontager (as I interpret the word 'lessee' in the circumstances) having regard to the claims of other frontagers (the word is 'lessees,' which I again hold to mean 'frontagers,' in accordance with the interpretation given by the first few lines of the section).

The section then provides that a plan should be made, signed by the Surveyor-General and countersigned by the Governor showing in detail the portion of the proposed reclamation assigned to lessees (i.e. as I interpret it 'frontagers') in respect of the lots of land or sections thereof registered in their names at the Land Registry Office at the date of the commencement of the Ordinance. This plan was to be deposited at the said office and to have annexed to it a schedule containing a list of the lessees (i.e. as I interpret it 'frontagers') of such lots of land and sections as aforesaid, and the approximate contribution required from each of them in respect of the cost of his portion of the reclamation. This plan and schedule were to be gazetted. This was duly done. The plan showed the 'equitable proportions' of the reclamation in front of Marine Lot 53a, respectively allotted to Yiu Chow, the lessee of sections B and D, and to Chu Chuen, the lessee of the so-called 'remaining portion,' both being frontagers; and, of course, it showed no portion allotted to the lessees of sections A and C, who were not 'frontagers.' The schedule gave Yiu Chow 5,833 square feet and Chu Chuen 1,526 square feet. The system of apportioning to 'frontagers' only was carried out all through the scheme. Mr. Bruce Shepherd, the Land Officer, in his evidence stated:—The general rule was to divide the reclamation according to the line of frontage. Linear frontage where undivided and frontage sections were divided. In the Government scheme no portion of the reclamation was allotted to back section owners of Marine Lots. In my opinion that course was in accordance with the intention of the Ordinance. It has been acted upon all through, and to place any other interpretation upon the Ordinance now, when after fifteen years, the reclamation has been practically completed and 'frontagers' have paid their contributions and dealt with their interests in the portions allotted to them, would be most disastrous. In my opinion the plan and schedule allotted their respective 'equitable proportions' to Yiu Chow and Chu Chuen quite properly, and I cannot help believing that if those gentlemen had been left alone they would have signed the agreements for their respective portions of reclamation in due course. Someone, however, in my opinion, misread the Ordinance, put it into Chu Chuen's head that he was entitled to a much larger proportion than allotted to him, because he held a considerable proportion of Marine Lot 53a, as a back section owner. Whether it was the English gentleman who wrote Chu Chuen's letters to the Colonial Secretary I do not know. The name of that gentleman was mentioned in the course of the arguments, and it was clear to me that Chu Chuen's letters were not written by a Chinese. However that may be, the contention on the part of Chu Chuen was that the 'equitable proportion' which really ought to have been allotted to Yiu Chow was so small that he could not build upon it in conformity with the building agreement of the Reclamation Ordinance (see letter, December 20, 1889). There was no evidence that Yiu Chow consulted any lawyer, and, fifteen years ago, Chinese in Hongkong were even less familiar with English law than they are now. Personally, I have no doubt that the real reason why Yiu Chow did not signify his acceptance in writing and enter into the agreement prepared for him was that he was afraid that those who asserted the claims of back section holders would

involve him in litigation and trouble if he did. Mr. Stephens, the lessee of back section C, was a lawyer, and even Mr. Bruce Shepherd, the official who was acting as Land Officer for the Government, appears to me in this particular case, for some reason which I cannot understand, to have given some countenance to the claims of the back section holders of Marine Lot 53a, because in his evidence he says: "What I decided in the matter was that the person entering into the agreement should guarantee either to assign an 'equitable proportion' of the said reclamation, or to pay an equivalent in money to the owners of the back sections." Now, if I am right in my construction of the Ordinance, the back section holders had no claim whatever. I cannot, therefore, quite see why Chu Chuen was allowed to enter into Yiu Chow's agreement, as well as his own, except upon the understanding that before the Crown Leases came to be granted, years afterwards, when the reclamation should be finished, the question of what was Yiu Chow's proper proportion, that is to say his 'equitable proportion' of the whole reclamation in front of the whole of Marine Lot 53a, would have to be settled amicably by the Court. In the letter of February 3, 1890, from the Colonial Secretary in response to a claim in respect of a back section, Chu Chuen was told: "I am directed to inform you that your rights will be duly considered when the leases to the reclaims are being prepared." Chu Chuen had already been informed, by the letter of January 9, 1890, from the Colonial Secretary, that as a back section owner of Marine Lot 68, he could not be allowed to sign a reclamation agreement, but as he would not take 'no' for an answer, further consideration of the matter was referred to the then distant future date when the actual Crown Leases would be granted. It is undoubtedly true that, in all the circumstances, Yiu Chow did not enter into the statutory agreement within the statutory three months from July 6, 1889 (the date of notification), required by the Ordinance. But it is also true that Chu Chuen only entered into the two agreements, namely his own and that into which Yiu Chow ought to have entered, on December 19, 1889, although the old date of October 5, 1889, was in each case allowed to remain unmarked on the agreement. The Crown could, however, I presume, by its representative allow the agreement to be entered into after the three months under its general powers, if not under its statutory authority. I do not think the 'undertaking' to assign an equitable proportion can fairly be construed as such proportion as 'I, Chu Chuen, erroneously consider to be an equitable proportion.' It must mean such a proportion as a Court of Equity would, if appealed to, hold to be an 'equitable proportion.' It is clear that the Government considered that Yiu Chow was to be deemed a person who was willing to accept the portion allotted him on the plan, because in the Government Notification, No. 530, in the Hongkong Government Gazette of December 19, 1890, a 'List of Lessees' who have signified their acceptance of the portions of land assigned to them, etc., etc., is given, and under the heading of 'Names of Crown Lessees or their assigns registered on date of acceptance,' the name of Yiu Chow is given as regards sections B and D of Marine Lot 53a. In my opinion, if the matter had been brought for the decision of the Court in 1889, the Court would have held that Yiu Chow's equitable proportion of the whole reclamation in front of Marine Lot 53a was that portion allotted to him by the plan and schedule, and that Chu Chuen's equitable proportion was the other portion allotted to him by the plan and schedule, in respect of what was called 'the remaining portion' of Marine Lot 53a. It was admitted that the appellants stood in the place of Chu Chuen, their predecessor in title, and that the respondents stood in the place of Yiu Chow, their predecessor in title. I can see nothing affecting this case in the fact that, *after this action was begun*, the appellants were allowed to enter into a possessory agreement on giving a similar undertaking to that given by their predecessor, Chu Chuen, and on the whole I adhere to the judgment I gave in the Court below, and which went fully into the matter. On referring to my notes I see that the counsel for the appellants admitted in the Court below, while Mr. Sharp, K.C., the counsel for the plaintiffs, was opening his case, that the plaintiffs were entitled to a portion of the extension, i.e. of the reclamation; and if so, I can only say it appears to me that they are entitled to the proportion the plan and schedule allotted to Yiu Chow. The appeal, therefore, must be dismissed with costs.

The Puisne Judge said: In May 1889 the Praya Reclamation Ordinance, No. 16 of 1889, was passed to carry out a scheme for the reclamation of the foreshore opposite the City of Victoria. At this date, Marine Lot 53 A, which was affected by the Ordinance, stood divided into five sections, A, B, C, D, and a remaining portion. The owner of front sections B and D was Yiu Chow, predecessor in title of the present respondents. The owner of back section A and of the remaining portion was Chu Chuen, predecessor in title of the present appellants. Back section C was owned by Mr. M. J. D. Stephens. The alleged reclamation rights belonging to this back section were later on bought by Chu Chuen from Mr. Stephens for \$2,000 (see third paragraph of Chu Chuen's letter of 20th December, 1889), who, according to the proper construction of the Ordinance, were entitled to share in the scheme proposed by the Ordinance. According to the introductory portion of section 7 the persons so entitled were the Crown lessees or their assigns who, at the date of the commencement of the Ordinance, viz., May 10th, 1889, were registered in the Land Registry Office in respect of the

lots or sections thereof fronting the Praya roadway along the line of the proposed reclamation. In his judgment in the Court below the Chief Justice construed the words "lots of land or sections thereof fronting the Praya roadway" to mean undivided lots which fronted the Praya roadway, or sections which fronted the Praya roadway, and rejected the contention of the appellants that the words meant lots of land fronting the Praya roadway or sections of lots of land which front the Praya roadway antecedent to "which" being "lots of land" and not "sections." I concur in the construction adopted by the Chief Justice. It follows that those persons who owned back sections, i.e., sections not fronting the Praya roadway, were not entitled to share in the scheme proposed by the Ordinance, and that so far as M. L. 53 A is concerned only the owners of sections B and D, and of the remaining portion could participate in the reclamation in front of M. L. 53 A. The terms of admission to the scheme were that the eligible Crown lessees, or their assigns, should contribute towards the cost of the works, and that the Governor would grant Crown leases of such equitable proportion of the reclamation as might finally be available. These terms being settled, a plan showing in detail the portion of the proposed reclamation assigned to lessees and a schedule containing a list of such lessees and the approximate contribution required from each were to be deposited at the Land Registry Office (See, 7 (b)). Pursuant to Section 7 (ii) the deposit of the plan was notified in the Gazette of the 6th July, 1889, and a copy of the schedule was simultaneously published. Thereupon it became necessary that the lessees who were desirous of entering into an agreement in the form of the schedule to the Ordinance should, within a period of two months from the 6th of July, 1889, signify in writing their acceptance of the portions of land (i.e., reclamations) assigned to them on the plan deposited, and of their intention to enter into an agreement. Under these circumstances, Yiu Chow who as owner of front sections B and D would have been entitled to his equitable proportion of the available reclamation in front of M. L. 53 A upon signing the agreement, refused, for reasons which need not be speculated upon, to enter into the agreement. Thereupon Chu Chuen, for reasons which it is difficult to understand, was permitted to sign the agreement in respect of the reclamation to M. L. 53 A, sections B and D. That agreement was nominally dated Oct. 5th, 1889, and had attached to it a document which has been designated an "undertaking" throughout this action. In this state of affairs, the successors in title of Yiu Chow brought an action against the successors in title of Chu Chuen asking for a declaration that they were entitled to such proportion (from front to back) of the whole of the reclamation to Marine Lot 53 A as the frontage of their property, sections B and D of the said lot, upon the old Praya roadway (now known as Des Voeux Road) bears to the whole frontage of Marine Lot 53 A upon the said roadway. The Chief Justice decided that if the plaintiffs were willing to refund with interest at 8 per cent. the \$2,000 paid by Chu Chuen to Mr. M. J. D. Stephens and the money contributed by Chu Chuen and the defendants towards the cost of making the Praya he ought to decree that the Crown lease of the whole disputed portion of the Reclamation ought to be granted (on payment of any further contribution that might become due in final settlement of the Praya Reclamation Accounts) to the plaintiffs; or if granted to the defendants, that the land must be held by them in trust for the plaintiffs. It is from that decision that this appeal lies. There are two questions raised on this appeal: (I) Was Chu Chuen a trustee for Yiu Chow? (II) If he was, of what was he trustee? By an agreement dated Oct. 5th, 1889, the Governor of Hongkong stipulated that upon the completion of a certain reclamation and upon payment by Chu Chuen of certain sums, he (the Governor) would grant to Chu Chuen a Crown lease of that portion of the reclamation delineated and coloured red upon a plan annexed to the agreement. In that agreement the name of Yiu Chow is struck out, and the name Chu Chuen is substituted. Chu Chuen must therefore have been aware that he was signing an agreement originally intended to have been signed by Yiu Chow. The plan annexed to the agreement showed that the reclamation of which a Crown lease was agreed to be granted was the reclamation in respect of Sections B and D of M. L. 53 A. Of this also Chu Chuen must have been aware when he signed the agreement. Further Chu Chuen was not the owner of sections B and D, as he well knew. Chu Chuen also knew that Yiu Chow was the owner of these two sections. Moreover, under the proviso to Clause 5 of the agreement Chu Chuen was to obtain no other rights over the new foreshore in front of the reclamation than he had in respect of sections B and D of M. L. 53 A. As he was not owner of sections B and D he had no rights of foreshore in respect of those two sections. The only way therefore of giving effect to this proviso would be to treat Chu Chuen as representing the real owners of sections B and D. From the agreement itself therefore, and from the fact that Chu Chuen was not owner of sections B and D, I conclude that Chu Chuen entered into the agreement not for himself but for Yiu Chow, and that whilst the legal right to the benefit of the agreement was in Chu Chuen, the equitable right was in Yiu Chow. Turning now to the Praya Reclamation Ordinance, all the reclamation projected under the Ordinance vested absolutely in the Crown, with power to the Governor, subject to the provisions of the Ordinance, to deal with and dispose of that reclamation to as full an extent as possible. It may have evidential value on the point whether Chu Chuen considered himself a trustee

are contained in Section 7, which in brief, provides for agreements to be entered into between the Governor and those Crown lessees who have complied with subsection 11 of section 7, by signifying in writing their acceptance of the land assigned to them on a certain plan and of their intention to enter into an agreement. Yiu Chow being Crown lessee of sections B and D of M. L. 53a, was entitled to enter into the agreement which Chu Chuen signed, provided he (Yiu Chow) signified to the Crown his acceptance and intention as aforesaid. Notwithstanding the evidence of Mr. Bruce Shepherd that Yiu Chow "did not signify his assent under the Ordinance," it is clear, I think, that the Crown recognised Yiu Chow as a Crown lessee who had signified his acceptance under section 7 (c) of the Praya Reclamation Ordinance, 1889. This is made clear by Government Notification No. 530 published in the Hongkong Government Gazette of 19th December, 1891. That notification in part is as follows:—"The Praya Reclamation Ordinance, 1889.—List of lessees who have signified their acceptance of the portions of land assigned to them under the Praya Reclamation Ordinance 1889, section 7, sub-section 2.—In the schedule attached thereto is this:—Sect. No. 4—Registered No. of Marine Lots 53 and 53a: names of Crown lessees or their assigns on date of acceptance: Section B, Yiu Chow; Section D, Yiu Chow. I do not doubt therefore that Yiu Chow qualified to enter into the agreement, and as owner of sections B and D became under the Ordinance equitable owner of the right to the grant of a Crown lease of the reclamation delineated red on the plan annexed to the agreement, which he should have signed, but which was in fact signed by Chu Chuen. The legal right being by the agreement in Chu Chuen and the equitable right by the Ordinance, in Yiu Chow. Chu Chuen was trustee for Yiu Chow of the portion allotted on the plan, and if Yiu Chow's successors in title, the present respondents, are dissatisfied with that apportionment there are means by which the question can be raised against the Crown as to whether they are receiving the equitable proportion contemplated by the Ordinance. In my opinion they will receive that proportion, though this expression of opinion is not necessary to the decision in this case. On the other hand, if the appellants think that they have a claim against the Crown by reason of the undertaking given by Chu Chuen they also have their remedy: but this cannot affect the rights of Chu Chuen and Yiu Chow, *inter se*, and those rights form the only matter for consideration in this appeal. I therefore think that it should be declared that the plaintiffs are entitled to the grant of a Crown lease of the area of land marked red in the articles of agreement dated 5th Oct. 1889, but apparently executed on 19th Dec., 1889; that is to say, to such proportion (from front to back) of the whole of the reclamation to Marine Lot 53A as the frontage of the plaintiffs' property. Sections B and D of the said lot upon the old Praya Roadway (now known as Des Voeux Road) bears to the whole frontage of Marine Lot No. 53A upon the said roadway; and that the plaintiffs refund to the defendants with interest at 8 per cent. such sums as they, or their predecessors in title, have contributed to the cost of the reclamation in question, as well as the sum of \$2,000 for which Chu Chuen bought the alleged reclamation rights of the owner of back section C. This appeal should therefore be dismissed with costs.

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[138]

Hongkong, 8th August, 1904.

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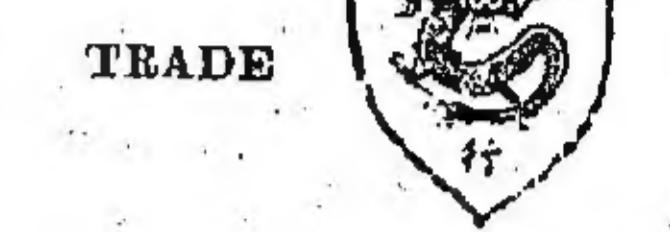
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[a176]



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BADINAGE.

I note that my friend Mr. Bennet Burleigh has been advising Sir Y. Fukushima how to conduct the war. That's nothing. Lord Kornum said to me as soon as the war commenced, "Remember, we rely upon you." And I haven't failed him, you bet. Earl Hayashi told the King that he didn't know where they'd have been if it wasn't for constantly getting tips from Stray Notes. Duke Ito said something to the same effect when I last met him, while Knight Kuroda has never been backward in acknowledging his obligations. I should not have said anything about the matter if it hadn't been for the statement made by the war correspondent of the *Daily Telegraph*, but when claims of this sort are going round it would be mere mock modesty on my part if I were to conceal how much the Japanese are indebted to F. A. G.—*Kobe Chronicle*.

AN M.P.'S VIEWS.

Speaking at Sutton, Surrey, last month, Mr. Keswick, M.P., said that the recent incident in the Red Sea made one sigh for half-an-hour of Lord Palmerston, who would soon have settled the affair. He hoped there were others who would at least feel valiantly and not less promptly for the glory, honour, and protection of the country. It was necessary in these days to be cautious, but over-caution frequently brought about the calamity it was desired to avert.

LATEST STEAMER MOVEMENTS.

The Indo-China steamer *Kunwang*, from Calcutta and the Straits, left Singapore for this port on the 23rd August, at 6 p.m. The A.L.L. steamer *Nippon* left Shanghai for this port yesterday. The C.P.R. steamer *Empress of China* arrived at Vancouver on Tuesday, the 23rd August, at 5.30 p.m. The M.M. steamer *Ernestina* leaves for Shanghai, Kobe and Yokohama to-day at noon.

Most people, if asked why the "Fortnightly Review" is so called, would reply, Because it is published fortnightly, of course. It is, however, published monthly, and has been a monthly "Fortnightly" since 1866.

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Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until unclaimed. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the postage is doubled. Only supplied for Cash. Telegraphic Address: PIFSON, Codes: A.B.C., 5th Ed. Letters. P.O. Box, 33, Telephone No. 12.

## NEW ADVERTISEMENTS

TO LET.

TWO LARGE ROOMS, on the Upper Level, with Bathrooms attached, verandah and a Fine View of the Harbour. Apply to— "QUARTERS," Care of Daily Press Office. Hongkong, 25th August, 1904. [2071]

## HONGKONG GYMKHANA CLUB.

THIRD MEETING.

POST entries will be allowed in events Nos. 2 and 4, viz.: Tent Pegging and the Ladies' Nomination. The entrance fee for Tent Pegging has been reduced from \$5 to \$3. GEO. K. HALL BRUTON, Hon. Secretary Gymkhana Committee. Hongkong, 25th August, 1904. [2072]

## FAREWELL PERFORMANCE

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## METROPOLE THEATRE,

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Mrs. CHRISTIE announces that Saturday's performance will be the best for several weeks, as he contemplates making extensive improvements to the Theatre, including the installation of an electric light plant. This performance, besides being a farewell to the artistes, will be made the occasion of a Grand Testimonial Benefit to his Business Manager, Mr. CHARLIE WAKE.

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SATURDAY, AUGUST 27TH.

Hongkong, 25th August, 1904. [2073]

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Hongkong, 25th August, 1904. [2074]

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All claims must be sent in to me on or before the 31st August, or they will not be recognised.

All damaged packages will be examined on Wednesday, the 31st August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 24th August, 1904. [2075]

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THE AMERICAN SYSTEM

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DENTISTRY. DE M. H. CHAUN. 37, DES VŒUX ROAD CENTRAL, HONGKONG From the University of Pennsylvania, U.S.A. Hongkong, 3rd June, 1904. [164]

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Hongkong, 22nd December, 1902.

## INTIMATIONS

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A PROMENADE CONCERT will be held at VOLUNTEER HEADQUARTERS on SATURDAY, August 27th, at 9 p.m. Tickets \$2 and \$1, may be obtained from Messrs. Kelly & Welsh or Volunteer Headquarters.

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Hongkong, 22nd August, 1904. [2047]



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Hongkong, 23rd August, 1904. [2062]

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Hongkong, 13th August, 1904. [1872]

IMPORTANT NOTICE.

TO HEADS of Families, Hotel Keepers, Cottages, Boarding Houses, and Messrs. Mr. H. KUTTONJEE is prepared to deliver Bread in Hongkong and Kowloon. The sanitary arrangements are as nearly perfect as possible, and the work is under constant Foreign Supervision only.

The Best Flour is used.

Brown Bread made from the well-known Graham Flour a specialty.

H. KUTTONJEE,

No. 5, D'Aguilar Street,

or

36 to 38, Elgin Road, Kowloon.

Hongkong, 24th August, 1904. [2064]

TAI WOO,

PHOTOGRAPHER AND PORTRAIT PAINTER.

DEVELOPING and PRINTING Under taken. Views for Sale.

36, Queen's Road Central, 2nd Floor. Hongkong, 8th August, 1904. [1932]

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION TRIP TO MACAO on every SUNDAY, leaving the Company's Wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M. In Macao the steamer berths at the Perseverance's Wharfs.

Fare—

1st Class, Single Ticket ... \$2 with Cabin \$3.00

Return Ticket ... \$3 with Cabin \$5.00

Tiffin and Dinner may be had on board at \$1 each meal.

YUK ON & CO., LTD.

Hongkong, 3rd August, 1904. [1901]

PUBLIC COMPANIES

THE HONGKONG COTTON SPINNING WEAVING, & DYEING COMPANY, LIMITED.

Kintan Lightship to be replaced by a Gas-lit Lightvessel.

NOTICE TO SHARERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Offices of the General Managers, on SATURDAY, the 10th SEPTEMBER, at 12.30 P.M., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 10th SEPTEMBER, both days inclusive.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 23rd August, 1904. [2070]

HONGKONG AND SHANGHAI BANKING CORPORATION.

The centre of the Light will be 30 foot above the water, and the Light should be visible in clear weather at a distance of 11 nautical miles.

During foggy or thick weather a 10-ewt fog bell will be struck 3 double blows in each minute,

the interval between the blows of each pair being 5 seconds, and between two successive pairs of blows 15 seconds.

If the Lightship is driven from her proper station, the usual light will not be shown, but a fixed red light will be exhibited at each end of the vessel during the night and a red flag hoisted by day.

From the 1st of September until this change is made the fog-signal on the present Kintan Lightvessel will consist of a Gong sounded every 15 seconds.

H. G. MYHRE,

Acting Deputy Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 15th August, 1904. [2057]

DAVID GORSAR & SON'S MERCHANT NAVY

LONG PLAX CANVAS

RELIANCE CROWN TARPAULIN

ABENHOLD, KARBERG & CO.

Soh Agents.

Hongkong, 23rd August, 1904. [2056]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from W. T. PUDDLE, Esq., to Sell by Public Auction,

TO-MORROW (FRIDAY),

the 26th AUGUST, 1904, at 2.30 P.M., within his residence, No. 3, LYMEWOOD VILLAS, Kowloon.

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

Comprising—

DOUBLE IRON BEDSTEADS with

WIRE and RATTAN MATTRESSES

MARBLE-TOP WASHSTANDS, TEAK-

WOOD WARDROBES with BEVELLED

GLASS, TEAKWOOD EXTENSION

DINING TABLE and CHAIRS

TEAKWOOD SIDEBOARD with GLASS

DINER WAGON, DINNER SERVICE

<div data-bbox="324 170

## INTIMATIONS

**WHY NOT?****WHY NOT??****WHY NOT???**

IT MAKES MUSICIANS OF US ALL.

IT IS A SPLENDID ACCOMPANIST.

IT MAKES ENTERTAINING VERY EASY.

YOUNG AND OLD CAN PLAY THE NOBLEST SCORE WITH THE FINISH AND EXPRESSION OF A MASTER.

IT IS THOROUGHLY RELIABLE, AND IS SOLD AT A REASONABLE PRICE.

EITHER

**Cash or Hire**

PURCHASE FROM

\$365.

**THE APOLLO PIANO PLAYER.**

CALL IN AND TRY ONE, AT

**THE ROBINSON PIANO CO. LTD.**  
Hongkong, 24th August, 1904. (1400)

## INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN &amp; CO., Agents.

Hongkong, 21st April, 1897. 199

**PHENIX FIRE OFFICE.**

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK &amp; CO., Agents for the Phenix Fire Office.

Hongkong, 17th August, 1897. 12

**NORTHERN ASSURANCE CO. FIRE and LIFE.**  
ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospects on application.

TURNER &amp; CO., Agents.

Hongkong, 23rd September, 1903. 127

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**  
TOTAL FUNDS AT 31ST DECEMBER, 1903, 216,893,650.I. AUTHORIZED CAPITAL... \$3,000,000.  
SUBSCRIBED CAPITAL... 2,750,000.  
PAID-UP CAPITAL... 687,500. 0 0

II. FIRE FUNDS..... 3,056,961. 12 3

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOME'S &amp; CO., Agents.

Hongkong, 18th June, 1904. 1888

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.  
INCORPORATED A.D. 1851.  
MARINE BRANCH.

The Undersigned, having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS &amp; CO.

Hongkong, 23rd April, 1904. 1121

**L UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED**

The Undersigned having been appointed AGENTS for the above Company are prepared to accept risks against Fire at current rates.

SIEMSEN &amp; CO.

Hongkong, 1st January, 1904. 105

## SCIENTIFIC MISCELLANY.

CENTRAL STATION HEAT AND LIGHT—SINGLE STEREOSCOPIC PICTURES—WIND-SHAPED TREES—LIGHTNING AND CONDUCTORS—A CLEVER FISH—SCIENTIFIC QUESTION OFFICE—NAME NATURE UP TO DATE—WORLD ORIGIN—SOAPSTONE THREAD.

The steam-heating and electric-lighting combination now being tested by Dresden promises to open a new era in municipal economy. A huge central station of the Saxon government contains ten generators, producing over 55,000 pounds of steam per hour, and this is distributed through street mains to the Royal Open House, the Picture Gallery, the Zaringor Museum, the Royal Palace, and other buildings. After the morning heating, little steam is needed to keep up the temperature, so that most of the supply can be used for generating electricity, for lighting and other purposes during the latter part of the day.

The appearance of solidity in photographs—the stereoscopic effect—is usually given by two pictures taken from a slightly different viewpoint. Dr. Gradenitz describes a new single lens that shows a far distant image of a photograph, free from distortion, and under the same conditions of apparent size, distinctness, perspective, light and shade, as those under which the objects themselves would be seen with a short photographic objective. This conveys to the eye a very natural effect suggesting unconsciously a correct perception of relief and distance.

The influence of climate may be studied in the forms of trees. Mark W. Jefferson points out that the prevalent westerly winds from New England to Michigan cause the slender twigs of the maple to be developed horizontally on the east side and vertically on the west, and wind effects may be seen also in the elm, oak, hickory, sycamore and black walnut. The tops of tropical trees are made one-sided to south or west instead of east.

From Greenwich records for 89 years, W. C. Nash finds the average rainfall to be 24.36 inches, and the number of rainy days 157 yearly.

In a lecture experiment to show the action of lightning and lightning conductors, Sir Oliver Lodge lately represented the electrically-discharged cloud by a thin sheet of metal mounted on non-conducting standards, and charged from a battery at pleasure. This "cloud" sloped downward from front to back, so that the distance of conductors from the under side could be varied by sliding them over the table. Copper, iron and wet string were tried as conductors, and all proved efficient, although the copper was the most intense and rapid, producing a sharp crack at the flash, while iron gave less noise, and the wet string hardly any. Prof. Lodge holds that iron is no efficient a conductor as copper, with less tendency to set up the side-flash that in most protected buildings has caused the lightning accidents. He divides lightning into two kinds

the first being the normal discharge from an overcharged cloud to the earth, and the second occurring when a large cloud discharges into a smaller one, generally below it, suddenly overcharging the small cloud, and causing it to discharge violently to earth. The second form, more sudden and violent than the first, is much more difficult to protect against.

A remarkable instance of apparent mimicry in Ceylon has been brought to notice by Dr. A. Willey. A fish commonly known as the sea-bat strikingly resembles a decayed leaf, and a recent observer reports pursuing one of these fishes with a small net, when the creature suddenly disappeared, and the purser saw only a yellow jackleaf gently and inertly sinking to the bottom. As he turned away, the supposed leaf righted itself and darted off.

The city of Paris has this year opened a scientific information bureau at the Sorbonne, and the inquiries already reach as many as twenty in single days. While special consideration is given to scientific matters in Paris and France, foreign subjects of French interest receive attention.

Hot carbonic acid, saturated (at 45 deg. C.) with cinnamon or clove essence, is recommended by a French physician for ulcers, sores and inflammations.

The Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO., Agents for the Phenix Fire Office.

Hongkong, 17th August, 1897. 12

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 367. Depot, Ice House Street. Tel. 374.

It is difficult to make satisfactory any theory of the earliest condition of the solar system. Prof. P. E. Nipher finds mathematical reasons for believing that the nebula could not have been wholly gaseous at the time the planets were separating, and that the only reasonable idea is that the planets were formed from condensing swarms of meteorites. It appears that the sun must have been solid when Mercury left it, becoming fused and vaporised at a later period. It seems improbable that the earth should ever have been in motion condition.

Fibres of quartz are used in certain delicate scientific apparatus. K. E. Guthrie shows that similar fibres can be obtained easily from soapstone, which in a gas-oxygen jet fuses readily to a clear bead, from which very fine filaments are drawn out. The elastic fatigue and tensile strength are almost exactly the same as in the quartz fibres.

A twelve years' study of leprosy at Guadeloupe has shown Dr. A. Neel that leprosy is not hereditary. Children born of leprosy parents and nourished on the milk of the mother do not necessarily acquire the disease, as there is no infection at birth.

Best for the Skin and Complexion.

**CALVERT'S CARBOLIC TOILET SOAP**

(Soothing, cleansing and antiseptic). Pleasant to use, especially to sufferers from perspiration, and most refreshing in hot climates.

F. C. CALVERT &amp; CO., Manchester, Eng.

63-1

## NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE to thence by the steamer of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO. S., OCEAN S.S. CO. and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 20th May, 1904. [1299]

## ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the Highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &amp;c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRADY and HINCLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 367. Depot, Ice House Street. Tel. 374.

F. P. DANENBERG,  
General Manager.

Hongkong, 11th May, 1904. [1222]

## CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULZETZ, AMBERITE and KYNOCK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to SSSG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT &amp; CO.

Hongkong, 28th November, 1902.

MAIL TABLES FOR 1904.

Mounted on Card ... 30 cents  
Paper ... 20 cents

On Sale at the Daily Press Office, Hongkong, 5th March, 1904

## BOARD AND RESIDENCE.

BOARD AND RESIDENCE.

MRS. GILLANDERS,

"GLENWOOD,"

27, CANINE ROAD.

Hongkong, 19th March, 1904. [78]

## "TANG YUEN," BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisin and Accommodation.

Apply—MANAGERESS, Macdonell Road

or FAIRALL &amp; CO., Queen's Road

Hongkong, 2nd March, 1903. [71]

## BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER, 2, Pedder's Hill.

Hongkong, 1st January, 1892.

## SIENTING.

SURGEON DENTIST, No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903.

## INTIMATIONS

## LIVER DISORDER THAT DEFIED PHYSICIANS.

BILE BEANS CURED IT.

The conditions of life in hot countries are terribly trying to the liver and digestive organs, and from the derangement of those organs arises some of the most troublesome ailments that afflict mankind. For this reason Chas. Ford's Bile Beans are a great boon in hot climates. Bile Beans are purely vegetable in composition, containing no animal or mineral substances of any kind, and however alarming your condition may be, a short trial will convince you that they are the finest modern medicine.

Miss F. A. Adams of New Street, Winderton, Stoke, Willshire, England, says:—"About two years ago I contracted a chill which I had settled in my liver. I gradually grew weak and feverish and my breathing became very difficult. I lost all my colour and became so weak and listless that I ceased to take interest in anything.

"I consulted a doctor, who having examined me, said I was suffering from liver complaint, while at the same time my heart was also in a very bad state. He prescribed for me, but his medicines did not do me a bit of good. I then went to Salisbury Infirmary, where I was treated as an out-patient, but though attended for three months, I got no better, and almost gave up hope of ever being well again. The pains I suffered in my head were dreadful, and to eat was torture because of indigestion. I stooped down I felt sick, and my head seemed as if it would split open. For months I was like this, and at last had to take to my bed. The neighbours all said I was dying, and I certainly looked like it.

"One day a friend of mine sent me a bottle of Chas. Ford's Bile Beans. I began to take them, and very soon perceived an improvement in my condition. My colour returned, I began to enjoy my food, a thing I had not done for two years; my breathing got better, and in fact I felt stronger altogether. I continued to take the beans with returning hope and confidence, and they have now completely cured me. I am fully convinced that I should not be alive now but for Bile Beans, and I shall never cease to recommend them to all with whom I come in contact."

Charles Ford's Bile Beans for Biliousness are a cure for indigestion, anaemia, weakness, female ailments, heat fits, malaria, neuralgia, lumbago, rheumatism, debility, palpitation, constipation, sleeplessness, loss of appetite, liver complaint, headache, flatulence, pimples, skin eruptions, and all ailments having common origin in impurity of blood, a general congestion of the system and loss of vital force.

Of all chemists and medicine vendors. Price 75 cents (Mex.) per bottle. (2010-2)

## HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST.

Bottled in Japan by H. E. REYNELL &amp; CO.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD &amp; CO., AGENTS, Hongkong, 31st July, 1898.

QUAN WAH &amp; CO.

GRANITES and MARBLE MERCHANTS, EXPORTERS AND CONTRACTORS.

Sole Agents of QUAN TAI &amp; CO., Lime Manufacturers.

All descriptions of QUAN TAI and MARBLE for EXPORT.

Dealers in GRANITE and MARBLE MONUMENTS.

Prices &amp; Estimates on Application.

No. 1, QUEEN'S ROAD EAST.

Hongkong, 17th October, 1898. [174]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LTD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW,  
Manager,



**OCEAN STEAM SHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.**

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND HUMATRA PORTS.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"TYDEUS"	On 24th August.
GLASGOW and LIVERPOOL...	"ANTENOR"	On 2nd September.
GLASGOW and LIVERPOOL...	"TELEMACHUS"	On 4th September.

## HOMEBWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"PELEUS"	On 30th August.
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 13th September.
"GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 22nd September.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 27th September.
* Taking cargo for Liverpool at London rates.		

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	"TELEMACHUS"	On 7th September.
For freight, apply to—		

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 17th August, 1904.

**CHINA NAVIGATION CO.  
LIMITED.**

FOR	STEAMERS	TO SAIL
CHIEFOO, WEIHAIWEI and TIENTSIN	"KANSU"	On 26th August.
SHANGHAI	"WOOSUNG"	On 29th August.
MANILA	"TEAN"	On 30th August.

POR DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 23rd August, 1904.

**INDO-CHINA STEAM NAVIGATION CO.  
LIMITED.**

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SINGAPORE and SOURABAYA	"SUISANG"	Friday, 26th Aug., 3 P.M.
MANILA (DIRECT)	"LOONGSANG"	Friday, 26th Aug., 4 P.M.

TIENTSIN	"ESANG"	Tuesday, 30th Aug., 4 P.M.
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SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 6th Sept., 3 P.M.
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\* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through bills of lading to Choofoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO.,  
GENERAL MANAGERS.

Hongkong, 24th August, 1904.

**SOUTH AFRICAN LINE OF STEAMERS.**

HONGKONG DIRECT, OR VIA TAKU OR CHIN-WAN-TAO TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "TWEEDDALE"	Captain T. M. Milne.
S.S. "LOTHIAN"	Captain J. C. Williamson.

The next departure will be the S.S. "LOTHIAN," sailing from here on or about 5th September (taking cargo for Durban, East London, Port Elizabeth, and Cape Town).

For Freight, apply to—

GIBB, LIVINGSTON & CO.,  
AGENTS.

Hongkong, 19th August, 1904.

**"BEN" LINE OF STEAMERS.**

FOR LONDON AND ANTWERP.  
THE Steamship

"BENVORLICH,"

Captain Thomson, will be despatched as above on or about the 7th September.

For Freight or Passage, apply to—

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 16th August, 1904.

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

Taking cargo at through rates to the BRAZILS to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND AEGEAN PORTS,

THE Company's Steamship

"NIPPON."

Captain Mistrorico, will be despatched as above on WEDNESDAY, the 31st inst., P.M.

For information as to Passage and Freight, apply to—

SANDER, WIELER & CO.,  
Agents.

Principe Buildings.

Hongkong, 2nd August, 1904.

**"SHIRE" LINE STEAMSHIP CO.**

FOR HAVRE, LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE."

Captain G. C. Cundy, will be despatched for the above ports on WEDNESDAY, the 7th September.

This steamer has superior accommodation for Saloon passengers.

For Freight or Passage, apply to—

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 11th August, 1904.

**"SAN CHEUNG."**

931 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, 48 each way. Second-class, 31.50 each way. Meals, 31 each.

Cargo freight very moderate.

CHEUNG ON STEAMBOAT CO., LTD.

No. 147, Connaught Road Central.

Hongkong, 15th March, 1904.

**VESSELS ON THE BERTH**

NIPPON YUSEN KAISHA.

FOR MARSEILLES AND LONDON, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE Buckall Line Steamship

"BALRONG."

Captain H. G. Roberts, will be despatched as above on MONDAY, the 29th inst., at Daylight.

For Freight, apply to—

A. S. MIHARA,  
Agent.

Hongkong, 24th August, 1904.

**NOTICES TO CONSIGNEES**

OCEAN STEAMSHIP COMPANY, LIMITED,

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"IDOMENEUS."

are hereby notified that the cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The cargo will be ready for delivery from Craft or Godown on and after the 20th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 25th inst.

No claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 28th inst., or they will not be recognized.

No fire insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 14th August, 1904.

**NOTICE TO CONSIGNEES**

FOR NEW YORK SUEZ VIA CANAL

THE Steamship

"EPSOM."

Captain J. Cox, will be despatched for the above port on or about SATURDAY, the 3rd September, to be followed by the Steamship

"CLAVERBURN."

on or about TUESDAY, the 16th October.

For Freight, apply to—

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 24th August, 1904.

**NOTICE**

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT—POSTE FRANCAISE.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

THE Company's Steamship

ON TUESDAY, the 6th September, 1904, at 1 P.M., the Company's Steamship

"MANCHE," Captain Mourard, with Male Passengers, Specie and Cargo, will leave this port for MARSEILLES via Ports of Call, Traschipping Passengers and Cargo at Saigon to S.R. "Polynesian."

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon only on Monday, the 5th September, Specied Parcels received until 4 P.M. on the same day. No cargo will be received on board on Tuesday.

Cargo is not to be sent on board; they must be left at the Agency's Office. Contracts and value of packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 24th August, 1904.

**NOTICE TO CONSIGNEES**

THE P. & O. S. N. CO.'S STEAMER

"FORMOSA"

FROM ANTWERP, LONDON, PORT SUEZ, AND STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be the responsibility of the Company to bear the cost of any irregularity of the system or family done by the steamer.

No claims will be admitted after the goods have left the Godowns, and all claims must be sent in to the office of the undersigned before noon, on the 25th August, or they will not be recognized.

This vessel brings on cargo:—

From London, &c., ex s.s. "Persia".

Optional goods will be landed here unless notice to the contrary is given immediately.

No claims will be admitted after the goods have left the Godowns, and all claims must be sent in to the office of the undersigned before noon, on the 25th August, or they will not be recognized.

This vessel will be counter-signed by Sander, Wiebler & Co.,

Hongkong, 18th August, 1904.

**NOTICE TO CONSIGNEES**

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY,

## POST OFFICE NOTICES.

Picture Postcards posted at this office without any address may be claimed at the Dead Letter Office.

The *Chusan*, with the English Mail of 29th July, left Singapore on Saturday, the 20th inst., at 3 p.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 28th June.

## MAILS WILL CLOSE

FOR	FROM	DATE	
Canton	Kinshun	Thursday, 25th, 7.30 A.M.	
Shanghai, Moji and Kobe	Bukit	Thursday, 25th, 11.00 A.M.	
Kangkuk	Samson	Thursday, 25th, 11.00 A.M.	
Macao	Heungshau	Thursday, 25th, 11.15 P.M.	
Saigon	Lerles	Thursday, 25th, 4.00 P.M.	
Samsui, Shiuhsing, Tukking and Wuchow	Sanus	Thursday, 25th, 4.00 P.M.	
Koengmoen and Kunchuk	Linton	Thursday, 25th, 5.00 P.M.	
Canton	Taichin	Thursday, 25th, 5.00 P.M.	
Nantao	Hofsu	Thursday, 25th, 5.00 P.M.	
Sanbu	Wingchau	Thursday, 25th, 5.00 P.M.	
Macao	Carl Dieiterichsen	Thursday, 25th, 5.00 P.M.	
Hoihow and Haiphong	Poucan	Friday, 26th, 7.30 A.M.	
Canton	Haitan	Friday, 26th, 11.00 A.M.	
Szwo, Anoy and Foochow	Tsinan	Friday, 26th, 11.00 A.M.	
Bangkok	Pitakon	Friday, 26th, 11.00 A.M.	
Bangkok	Pitakon	Friday, 26th, 11.00 A.M.	
Europe, &c., India via Taticoria	Loonynoon	Friday, 26th, 2.00 P.M.	
Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)	Sutang	Friday, 26th, 2.00 P.M.	
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	Heungshan	Friday, 26th, 2.15 P.M.	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Loonynoon	Friday, 26th, 3.00 P.M.	
Sanbu	Kausi	Friday, 26th, 4.00 P.M.	
Macao	Houan	Friday, 26th, 5.00 P.M.	
Mauls	Taichin	Friday, 26th, 5.00 P.M.	
Choo	Hofsu	Friday, 26th, 5.00 P.M.	
Canton	Wingchau	Friday, 26th, 5.00 P.M.	
Nantao	Tukking	Friday, 26th, 5.00 P.M.	
Sanbu	Pitakon	Saturday, 27th, 7.30 A.M.	
Macao	Zupro	Saturday, 27th, 9.00 A.M.	
Europe, &c., India via Taticoria	Printed Matter and Samples	Saturday, 27th, 11.00 A.M.	
Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)	Registration	Saturday, 27th, 10.00 A.M.	
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	Registration, with late fee of 10 cents, up to 10.45 A.M.)	Letters	Saturday, 27th, 11.00 A.M.
Coronando	Land Building	Saturday, 27th, 4.00 P.M.	
Kongsan	Hongkong Land Inv.	Saturday, 27th, 5.00 P.M.	
Taichin	Humphreys E. J.	Saturday, 27th, 5.00 P.M.	
Hofsu	Kowloon Land & E.	Sunday, 28th, 9.00 A.M.	
Wingchau	West Point Building	Sunday, 28th, 9.00 A.M.	
Hankow	Shanghai Land	Sunday, 28th, 9.00 A.M.	
Taichin	Luxon Sugar	Sunday, 28th, 9.00 A.M.	
Hofsu	Charbonnages	Sunday, 28th, 9.00 A.M.	
Wingchau	Raubs	Monday, 29th, 4.00 P.M.	
Tukking	New Amoy Dock	Monday, 29th, 5.00 P.M.	
Faung	Powell, Ld.	Tuesday, 30th, 3.00 P.M.	
Ten	Steamship Coys.	Tuesday, 30th, 4.00 P.M.	
Saturday, 3rd Sept.	Printed Matter and Samples	Saturday, 3rd Sept., 4.00 P.M.	
Saturday, 3rd Sept.	Registration	Saturday, 3rd Sept., 10.00 A.M.	
Mongolia	(Registration, with late fee of 10 cents, up to 10.45 A.M.)	Letters	Saturday, 3rd Sept., 11.00 A.M.
Kumsang	Land and Estate Broker	Saturday, 3rd Sept., 11.00 A.M.	
Rubi	China Fire	Saturday, 3rd Sept., 11.00 A.M.	
Changsha	China Traders	Saturday, 3rd Sept., 11.00 A.M.	
Tues., 13th Sept., 4.00 P.M.	Hongkong Fire	Saturday, 3rd Sept., 11.00 A.M.	
Wednesday, 14th Sept.	No. 6, GRANVILLE AVENUE, Kowloon.	Saturday, 3rd Sept., 11.00 A.M.	
Printed Matter and Samples	Immediate possession. Moderate rental.	Saturday, 3rd Sept., 11.00 A.M.	
Registration ... 10.00 A.M.	Apply to—	Saturday, 3rd Sept., 11.00 A.M.	
(Registration, with late fee of 10 cents, up to 10.45 A.M.)	HUMPHREYS' ESTATE & FINANCE CO., LTD.	Saturday, 3rd Sept., 11.00 A.M.	
Letters ... 11.00 A.M.	Hongkong, 21st June, 1904.	Saturday, 3rd Sept., 11.00 A.M.	
Wednesday, 14th Sept.	HONGKONG CLUB.	Saturday, 3rd Sept., 11.00 A.M.	
Printed Matter and Samples	TO LET.	Saturday, 3rd Sept., 11.00 A.M.	
Registration ... 10.00 A.M.	A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.	Saturday, 3rd Sept., 11.00 A.M.	
(Registration, with late fee of 10 cents, up to 10.45 A.M.)	C. H. GRACE, Secretary.	Saturday, 3rd Sept., 11.00 A.M.	
Letters ... 11.00 A.M.	Hongkong, 4th June, 1904.	Saturday, 3rd Sept., 11.00 A.M.	
Wednesday, 14th Sept.	TO LET.	Saturday, 3rd Sept., 11.00 A.M.	
Printed Matter and Samples	N. O. 8. ICE HOUSE STREET, just vacated by the proprietors of "Waverley Hotel." The premises are now being thoroughly repaired, painted, and colourwashed, and are admirably suited for a First-Class Hotel. There are 17 large and well ventilated Rooms, several of which could be subdivided.	Saturday, 3rd Sept., 11.00 A.M.	
Registration ... 10.00 A.M.	For further particulars apply to LINSTEAD & DAVIS, Hongkong, 28th July, 1904.	Saturday, 3rd Sept., 11.00 A.M.	
(Registration, with late fee of 10 cents, up to 10.45 A.M.)	HONGKONG DAILY PRESS	Saturday, 3rd Sept., 11.00 A.M.	
Letters ... 11.00 A.M.	TO LET.	Saturday, 3rd Sept., 11.00 A.M.	
Wednesday, 14th Sept.	NO. 8. NEW PRAYA, Kennedy Town.	Saturday, 3rd Sept., 11.00 A.M.	
Printed Matter and Samples	Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.	Saturday, 3rd Sept., 11.00 A.M.	
Registration ... 10.00 A.M.	Hongkong, 29th July, 1904.	Saturday, 3rd Sept., 11.00 A.M.	
(Registration, with late fee of 10 cents, up to 10.45 A.M.)	TO LET.	Saturday, 3rd Sept., 11.00 A.M.	
Letters ... 11.00 A.M.	GODOWN No. 6, NEW PRAYA, Kennedy Town.	Saturday, 3rd Sept., 11.00 A.M.	
Wednesday, 14th Sept.	Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.	Saturday, 3rd Sept., 11.00 A.M.	
Printed Matter and Samples	Hongkong, 29th July, 1904.	Saturday, 3rd Sept., 11.00 A.M.	
Registration ... 10.00 A.M.	TO LET.	Saturday, 3rd Sept., 11.00 A.M.	
(Registration, with late fee of 10 cents, up to 10.45 A.M.)	GODOWN No. 6, NEW PRAYA, Kennedy Town.	Saturday, 3rd Sept., 11.00 A.M.	
Letters ... 11.00 A.M.	Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.	Saturday, 3rd Sept., 11.00 A.M.	
Wednesday, 14th Sept.	Hongkong, 29th July, 1904.	Saturday, 3rd Sept., 11.00 A.M.	
Printed Matter and Samples	TO LET.	Saturday, 3rd Sept., 11.00 A.M.	
Registration ... 10.00 A.M.	GODOWN No. 6, NEW PRAYA, Kennedy Town.	Saturday, 3rd Sept., 11.00 A.M.	
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Letters ... 11.00 A.M.	Hongkong, 29th July, 1904.	Saturday, 3rd Sept., 11.00 A.M.	
Wednesday, 14th Sept.	TO LET.	Saturday, 3rd Sept., 11.00 A.M.	
Printed Matter and Samples	GODOWN No. 6, NEW PRAYA, Kennedy Town.	Saturday, 3rd Sept., 11.00 A.M.	
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